

PHILIPPINE RAILWAY PLANS.

GOVERNMENT INVITES BIDS FOR CONSTRUCTION.

About 1,333 Miles of Track to Be Laid in the Various Islands—Bids Will Be Received Only From Citizens of the United States or of the Philippines.

WASHINGTON, June 11.—The plans and specifications of the system of railways which the Philippine Government proposes to have constructed in the archipelago have been made public in a prospectus just issued by Secretary of War Taft through the Bureau of Insular Affairs. The scheme involves the construction of various islands of 1,333 miles of railway. The motive power may be either steam or electricity, as the Philippine Government, which will have entire control of the handling of bids and the granting of the concessions, may decide.

When the lines proposed are constructed, the very richest parts of the seaboard, and it is confidently predicted that with the opening of the various lines the islands will develop with great rapidity, and soon be of immense value to the United States.

The passage of the Cooper act on Feb. 6 makes it possible for the Philippines Commission to guarantee not more than 4 per cent. interest on the bonds of the concessionaires for a period not to exceed three years. Bids will be received only from individual citizens or from partnerships of the United States or of the Philippines, or from railroad corporations duly organized and existing under the laws of a State, the United States Government or that of the Philippines.

The prospectus announces that all bids must be either in the hands of the Philippine Government at Manila or at the office of the Bureau of Insular Affairs at P. A. M. on Nov. 1 next. Bids will be accepted for the system as an entirety or for the four proposed lines in the Island of Luzon, which are perhaps more important at this time than any of the other proposed lines.

Proposals or bids, it is stipulated in the prospectus, must be accompanied by a check for \$500,000 if a bid is made on the whole system, \$250,000 for the remaining lines and \$100,000 in respect of each line not by the bid included in either of the specified groups.

There is now one line of railway in the Philippines, reaching from Manila to Dagupan. It is operated by an English syndicate, although Americans hold the greater part of the stock. Under the provisions made the grantee of the lines is required to build the lines at his own expense, and to maintain them in good order.

The bids and proposals will be acted on after the Philippine Government has considered the proposals on the following points:

The lines of railway and mileage thereof which the bidder will construct, equip, maintain and operate without any guarantee. The rate of interest to be paid on the bonds, which will not exceed 4 per cent. The bidder to state what, if any, less rate he will accept.

The duration of such guarantee, which may not exceed thirty years, the bidder to state what time, if any, duration of the guarantee. What percentage less than 4 per cent. of the cost of construction the bidder will accept, which such first lien guaranteed bonds shall be secured by.

Alternative proposals involving all, either or any combination of the above, and of competition are invited and will be considered.

The Philippine Government will exercise its discretion in determining whether the bidder is competent to fulfill the contract, and, accordingly, the bidder must state the facilities he has for carrying on the construction of the various lines of the archipelago. The Philippine Government likewise reserves the right to put up at least four lines of telegraph in the rail route, and all lines will be military and post roads.

To the island of Luzon, the largest of the group, is appraised the greatest mileage, included in four lines of railway, the longest being 260 miles, running from Dagupan, or some point between that place and Cabanatuan, to Manila, and the other three lines to Baguio, to the north, to the south, and to the east. Along the west coast, another line is planned to run from Dagupan to Laoag. In all, Luzon is to have 833 miles of new road, Panay 100 miles, Negros 100 miles, Cebu 95 miles, Leyte 55 miles and Samar 50 miles.

It is required that surveys be begun within sixty days after demand from the government. The grantee must, after the final route is determined, complete and put in operation a within eighteen months 200 miles of road and 200 miles more each successive year, for the first five years, as a whole, of the Luzon portion of it, is concerned. The grantee of any lesser part must construct 100 miles a year until completion is reached.

The roads are to be exempt from all taxation and in lieu thereof the Philippine Government shall be paid an amount equal to one-half of 1 per cent. of the gross earnings for thirty years, 1½ per cent. for fifty years thereafter, and subsequently the amount shall be fixed by the Philippine Government.

VENEZUELA ASPHALT DISPUTE.

Decision of the Court of Cassation Regarded as Showing a Denial of Justice.

WASHINGTON, June 11.—Copies of the opinion rendered on May 20 by President Arana of the Venezuelan Federal Court of Cassation, annulling the concession of the New York and Bermudez Asphalt Company and granting judgment to the Venezuelan Government for damages sustained during the Matos revolution, to which the asphalt company is alleged to have been a party, have reached Washington and are now being carefully studied by the law officers of the State Department. It is known that the decision is regarded here as showing a denial of justice.

The asphalt company has taken an appeal from President Arana's decision to the entire membership of the Federal Court of Cassation. The attitude of the United States Government toward Venezuela depends almost entirely on the decision of the full court. It is expected that this will be for some weeks, but Government officers here are certain that the court will confirm the decision recently made by its president. It is certain that no action will be taken until Congress convenes, unless relations between the United States and Venezuela become intolerable. The probable course of this Government will be to demand on President Castro for arbitration of the asphalt and the other questions which are pending.

Government officers say there is no doubt in their minds that there have been continued denials of justice in the Venezuelan courts. The belief that such has been the case, it is maintained, has been well established for months, and has been further substantiated by the record of the all of the decisions. The detailed reports of the asphalt company, from the very beginning, are in the State Department, together with many petitions for justice from the attorneys of the asphalt company.

W. W. Russell, the new Minister to Venezuela, will leave Washington within a week or two for Caracas. He will first see President Roosevelt and from him he will receive his instructions as to the method and if he differs from the policy of the State Department, he will have to make a diplomatic triumph of his own.

LIVE TOPICS ABOUT TOWN.

In the height of the rush hour at Coney Island last Sunday night a young woman of athletic frame and tanned complexion stepped up to the man who rents ponies at 10 cents a ride.

"I want a horse," she said.

"Sorry, miss, but the sidesaddles are all out now," said the boss.

"Who wants a sidesaddle?" retorted the young woman. "I never rode sideways in my life."

"Well, you don't ride straddle here," said the boss.

There was a pony standing unattended on one side of the enclosure. With a bound so quick and neat that she showed only a flash of white skirt the young woman vaulted to the back of the horse and was away before the pony man could get his breath.

She rode at racing speed three times round the enclosure and drew up finally before the redhot boss.

"Keep the change," she said, holding out the silver not yet attained the dignity of an office of their own. They hang out a shingle just as a doctor does and pick up considerable business. Some signs give the hours between which consultation may be had.

"I'd like to know who has charge of the grass plots in the middle of Broadway between Columbus Circle and Sherman Square," said a man who likes to see things look shipshape. "He certainly needs a wigging. The grass hasn't been cut this spring and his of paper and other refuse are scattered all over. It's a shame that these little plots, which add so much to that part of Broadway, can be attended so poorly."

Above Sixty-fifth street they are kept in order."

Marshall P. Wilder betrayed more familiarity with the genus automobile than he was with the genus automobile in Fifth Avenue the other morning. He was driving a devil wagon down the avenue at a pretty fair clip and the course he was steering was somewhat eccentric. An aged whitehead, brushing, as is the custom of whiteheads, until the last moment, stepped now in front of a Fifth Avenue stage some thirty feet in front of the automobile. Wilder gave one despairing glance at the maze of levers and then took the steering wheel so that he whirled safely past the whitehead, but he convulsed the crowd by calling loudly: "Whoa! Whoa!"

The auto refused to obey his verbal command, and he was seen to change places with his driver as he disappeared down the avenue.

A man of the name of Sinclair, who went to a college in Toronto, Canada, was promptly nicknamed "Sin" by his college mates. His brother came by his technical education to a New York institution. He was nicknamed "Saint" by his classmates. Brother says that his cognomen is the preferable of the two, and the "Saint" agrees with him.

The destruction of a corner on the Boulevard has exposed to view a parochial building adjoining a church. The church is not in sight, however, so it is confusing to the casual observer. Before all those things began to come out in the newspapers the rent collector came regularly, but I know a lot of tenants who have been saving the interest on their rent money."

It does not cost the keepers of automobile garages much for help; in fact most of them get all the help they want for nothing. Some garage proprietors even conduct schools in their establishments where they teach would-be automobile drivers all about the different makes of machines and charge them for the schooling. While the teaching is in progress the scholar is working and paying for his learning at the same time.

In a patent case up for hearing last week a witness was proposed as an expert in the particular branch of inventive industry involved. On cross-examination it was sought to dislodge the witness from his position of expert. He had testified to graduation from Dartmouth. Beginning from that fact, the cross-examiner asked the witness what particular studies he had pursued at Dartmouth which would enable him to qualify as an expert.

"Physics," said the witness. "Yes, that counts for something," was rejoinder, "and what else?" "And chemistry," replied the witness. "And chemistry," continued the cross-examiner, "and what else?" "Any body's evidence," was the triumphant reply which shut off all further questioning along this line.

The only real Mexican restaurant in New York has gone out of business. The proprietor, a cook from the City of Mexico, started his place last fall, but New Yorkers didn't seem to take to the redhot dishes and queer sauces, and his business faded away to the vanishing point. The Spanish restaurants serve tamales, chile con carne and a few other Mexican dishes, but the only real Mexican dinner is the tortillas instead of forks and knives with every course, cannot be bought between the Battery and Yorkers. Mexican cooking is an acquired taste. An American who sampled a dinner last winter at the only Mexican place said to his host:

"I'll be frank with you, Jones. I've eaten in lumber camps, in the hold of Gloucester fishermen and in Bowery bachelors, but you have had the best feeding the worst meal I ever ate or ever expect to eat."

There are gins and gins. The best to date is EL-BART Dry Gin.

It's clean.

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NEW APPRENTICE RULES.

Lithographers' League Sets Out to Raise the Standard of the Trade.

The announcement was made yesterday by the officers of the Lithographic Artists, Engravers and Designers' League of America, which closed its annual convention in this city last week, that it had made an agreement with the employing lithographers to raise the standard of the trade in this country by forming an apprenticeship board.

The highest class of lithographic work is now done in Europe, but it is hoped that the board of the American Federation of Labor will produce men capable of doing any grade of work. The board will be composed of employers and employees. Boys who desire to become full apprentices will be tested as to their ability. They will be put on probation for six months and will then be examined again. If then they show real ability they will receive full apprenticeship. Chairman William Miller of the press committee of the convention said last evening:

"One important feature of our plan is that boys who want to be artists or designers will have to study at art schools before they seek admission as apprentices. Every boy can learn to make some kind of drawing in a mechanical way, but we want only those who have artistic ability."

A. F. OF L. BOARD IN SESSION.

Meeting in Seranton in the Home of Arouser of the Anthracite Miners.

SERANTON, Pa., June 11.—The executive board of the American Federation of Labor arrived in this city at 1 o'clock this morning for a week's discussion of matters of importance to the organization. The executive board members here are President Samuel Gompers, Secretary Frank Morrison, Treasurer John B. Lennon, James Duncan, John Mitchell of the United Mine Workers, James O'Connell, Max Morris, Thomas I. Kilgus, D. A. Hayes, Daniel J. Keefe and William J. Spencer.

Late as the hour was the board was met at the train by a committee of the Central Labor Union, and escorted to their hotel. This afternoon they were treated to an automobile ride over the famous Elmhurst Boulevard with a dinner at the Shibley Hotel. Returning to the city this evening they were guests at a reception tendered by labor organizations.

One of the objects of holding the session here at this time is to enthrone the United Mine Workers and build up the organization so that it will be strong when it deals with the operators next year. Gompers and Mitchell are to address a number of mass meetings of miners.

Railway Telegraphers Threaten Strike.

St. Paul, June 11.—Railway telegraphers employed by the Great Northern and Northern Pacific Railroads will declare a strike unless concessions are granted at a conference to be held in St. Paul this week between representatives of the roads and H. B. Penton, national president of the Railway Telegraphers. The men have declared for an advance in salary and for extra pay for Sunday and all work more than ten hours a day.

Thrown on Park Bridge Path.

Charles Graessman, who is living at the Hotel Breslin, was thrown from his horse on the East Drive in Central Park yesterday morning. His left elbow was fractured and he was taken to the Presbyterian Hospital unconscious.

As usual the pacing division filled in a good share of the program. Tillie D. 2:19½, won a splendid dash from Peter H. 2:28½, driven by A. B. Meyer. David Muecke, 2:17½, driven by B. T. Hinds, finished in front of A. G. Vermilyea's Carrie C. Then David Muecke won one of the best brushes of the day from the black pacer, Ammon, driven by J. H. Hinds, 2:18½, in a splendid race.

The Grand Circuit trotter James Shelvin, 2:13½, was in good form. He finished in front of Bonnie Belle, 2:20½, driven by J. H. Hinds, 2:13½, driven by Stewart Burt. Lloyd's pacer Dicker had a spirited race with the former getting away in front and holding the place to the finish. C. Floyd-Jones drove his team, King Chimes, 2:10½, and Gov. Holt, 2:10½, against him, as there was no competitor present. Half a dozen minutes caught the quarter mile in 0:27½, a 2:10 gain.

Edward W. Gardner, driving the brown mare Geisha Girl, turned for a brush. Geisha Girl was in good form and she showed her speed and brought the wagon in collision with a family trap going in the same direction. The trap was overturned and the driver, Mr. Gardner and his mother were thrown in the road.

Geisha Girl made the most of the opportunity for a run and she soon cleared herself from the wagon and headed for home with one shaft swerving as a menace to anything she trod her best of the day. It was practically a drawn battle from the start, with Ida Highwood in front at the finish by a head. The daughter of Highwood was unsteady in the second brush and Princess Pique won in hand.

The sport opened with a brush between the pacer Fred W. 2:08½ and Sampson, 2:08½. Alexander Frankenstein driving the mare and Thomas Leakey the latter, Fred W. won. In the return brush Fred W. made a break and Sampson won. Then Fred W. won a good brush from George Huber's bay pacer Harry Van, 2:21. Charles Weiland drove the pacer Bessie Reid, 2:08½, to make the next brush three corners and he finished in front of both. Then Mustard beat Fred W. single handed.

Building Commissioner Isaac A. Hopper, driving the pacer Bessie Reid, 2:08½, to make the next brush three corners and he finished in front of both. Then Mustard beat Fred W. single handed.

Regular Summer Change of Time BY THE New York Central Lines.

The summer schedule of the New York Central Lines will take effect at 12.01 A. M., Sunday, June 18th, 1905. Some of the changes will be as follows:

The Fast Mail will reach New York at 9.17 instead of 10.00 A. M.

The Second Empire will leave New York at 1.57 instead of 2.30 P. M.

The Southwestern Limited will leave New York at 2.04 instead of 1.00 P. M., reaching St. Louis at 5.00 P. M. next day, saving two hours and thirty-two minutes.

The Twentieth Century Limited will leave New York at 3.30 instead of 2.45 P. M., arriving in Chicago at 8.30 the next morning, instead of 9.45. Returning, this train will leave Chicago at 2.30 instead of 12.30 P. M., and reach New York the same as now, at 9.30 the next morning.

Making the Time Between New York and Chicago 18 Hours.

This is simply applying on the Lake Shore, between Buffalo and Chicago, the time the Empire State Express has been making from New York to Buffalo on the New York Central for fourteen years, viz., 440 miles in eight hours and fifteen minutes, and retains for the New York Central Lines the long distance record of the world.

The Twentieth Century Limited will enable its patrons to reach Milwaukee in 20½ hours, St. Paul in 31½ hours, and Minneapolis in 32 hours, from New York.

By the New York Central Lines and their connections, the time from New York to Denver will be 52½ hours; to San Francisco, Los Angeles, Portland or Tacoma, 4 days, and to Seattle 4½ days.

It may be interesting to note that the running of fast trains by the New York Central Lines is quite an old story now. In 1893, twelve years ago, the New York Central and Lake Shore, for the 180 days of the World's Fair at Chicago, ran their "Exposition Flyer" between New York and Chicago in 20 hours, and for the past three years the Twentieth Century Limited has performed the same service to the country, saving for our busy man practically a day in the journey between the two great cities of the continent; and for fourteen years the New York Central has had in service its Empire State Express, the most famous passenger train in the world, and the fastest train for its distance.

In 1891 the New York Central ran an experimental train from New York to East Buffalo, 438½ miles, in 407½ minutes. This time included 4 stops and 28 slow-downs running through towns and cities.

For a copy of "America's Summer Resorts," which is No. 8 of the New York Central's "Post-Track Series," containing a map of the territory from Denver to New York, Boston, Montreal and Bar Harbor inclusive, send a two-cent stamp to George H. Daniels, General Passenger Agent, Grand Central Station, New York.

Leading Brands of HAVANA CIGARS From the Independent Factories of Cuba

Por Larranaga La Diligencia
Rey del Mundo La Devesa
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All of the above brands are manufactured under the personal supervision of the men who for years have made Havana Cigars famous.

Your Druggist or Wine Merchant can supply

Londonderry

18 1/2 Gall. Still. \$4.75
80 Qt. Sparkling. 8.00
100 Pints. 11.00
100 Splits. 9.00

SIGHTS WRECKAGE OF STEAMER.

May Be From the Bannockburn, Which Disappeared in Lake Superior.

DULUTH, Minn., June 11.—Capt. Frank Price of the Steamer Crescent City has notified the local hydrographic office that on June 7 he discovered the wreckage may be from the Bannockburn, which disappeared in Lake Superior in November, 1902.

Although he ran his steamer close to the wreck, Capt. Price failed to discover a name. Capt. Henry of the Hydrographic Office believes the wreckage may be from the Canadian steamer Bannockburn, which disappeared in Lake Superior in November, 1902.

Hollow Spars for the Britomarte.

A hollow mast and full set of hollow spars made by the Fraser Company have been shipped to England for the Britomarte, the first of a new class of British yachtsmen hope will beat the Herreshoff boat Sonya.

It's the Easiest Thing in the World to Quickly Relieve and Speedily Cure CONSTIPATION

Buy a bottle to-day of the only reliable Natural Mineral Water Laxative, HUNYADI JANOS, and drink half a tumblerful, on arising, before breakfast; within an hour you will have a free and pleasant relief. No gripping, no purging, but just gentle RELIEF. Keep the balance, it never loses its virtue, and have it always ready for use. One bottle contains many doses, one dose affords relief. Always reliable, clear as crystal, changeless and odorless. Bottled in Hungary—used the world over. Ask distinctly for

Hunyadi Janos

Post Office, New York, N. Y., June 9, 1905.

NO EXTRA CHARGE FOR IT.

Advertisements for The Sun and Evening Sun are left at the New York District Postmaster's Office in the city.

POST OFFICE.

POST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending June 17, 1905, will close (PROVIDED) in all cases at the General Post Office, at New York, at 11.00 A. M. on June 17, 1905. Office open after 11.00 A. M. on June 17, 1905, for the purpose of receiving mail for Germany, close at 5 P. M. on June 17, 1905.

Parcels Post Mails for Great Britain and Ireland are despatched by the White Star Line on Wednesday and by the American Line on Saturday. An additional despatch is made by the Cunard Line when a Cunard steamer sails on Saturday later than the American Line. The parcels Post mails close one hour before the regular mails.

Parcels Post Mail for BARBADOS and GREAT BRITAIN and IRELAND CANNOT be registered.

Regular and Supplementary mails close at Foreign Station (corner of West and Morton Streets) at least one hour before the closing time shown below, except that Supplementary Mails for Europe, except for Central America via Colon, close one hour later at Foreign Station.

TRANSATLANTIC MAILS.

TUESDAY (12)—At 8.30 A. M. (supplementary) P. A. M. for PORT OF SPAIN, via Plymouth, Cherbourg, Bremen, Hamburg, London, and Liverpool.

WEDNESDAY (14)—At 8.30 A. M. for EUROPE, per steamship (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for SCOTLAND direct (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for BELGIUM (PARCLES POST MAILS), per steamship (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for ITALY (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for GERMANY (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for FRANCE (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for SWITZERLAND (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for AUSTRIA (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for RUSSIA (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for JAPAN (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for CHINA (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for HAWAII (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for PHILIPPINES (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for SINGAPORE (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Ceylon (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for India (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Australia (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for New Zealand (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for South Africa (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Cape of Good Hope (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Natal (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Transvaal (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. 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M. for Swaziland (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Zululand (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Natal (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Transvaal (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Orange Free State (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Bechuanaland (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Basutoland (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Swaziland (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Zululand (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Natal (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Transvaal (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Orange Free State (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Bechuanaland (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Basutoland (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Swaziland (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Zululand (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Natal (supplementary) (Majestic), via Queenstown and Liverpool; at 8.30 A. M. for Transvaal